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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY	Czechoslovakia	REPORT	
SUBJECT	Production of Suction Dredges at the CKD Shipyard in Prague-Liben	DATE DISTR.	August 1, 1956
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1. The CKD Shipyard in Prague-Liben was producing tugboats only until 1953. From spring 1952 until the end of 1954 the shipyard was reconstructed: the yard was concreted, a mess hall, carpenters' shop, new production hall for upper parts of dredges, fire house and living quarters for factory guards were added to the existing installations. The old machinery was moved towards the end of 1954 to the shipyard in Melnik and was replaced by new machinery. Production of suction dredge for sand dredging started with the new machinery. The suction dredges are being produced for export to the USSR.
2. All the dredges so far produced have been of the Model T and are numbered serially. The first dredge T-1 was finished in the spring of 1954; the dredge T-8 was shipped out of the plant on 10 June 1955. It was planned to finish five more dredges by the end of 1955. Each successive dredge is an improvement over the previous models. Finished products are inspected by Soviet technicians assigned to the plant. The USSR ordered 60 dredges which have to be delivered by the end of 1960; the Russians pay four million Czech crowns for each dredge, although the production cost is 14 million crowns. Dutch importers were interested in buying this type of dredges, but their order was postponed until the fulfillment of the Soviet order; this was in spite of the fact that the Dutch were offering to pay the full production price.
3. The suction dredge consists of three main parts:
 - a. The floating carriage has the shape of a rectangular prism. It is equipped with three diesel engines, a steel propeller about 1.5 meters in diameter for fretting sand, and a suction pipe. The walls are of steel sheet 12 millimeters thick.
 - b. The superstructure, about 10 meters high, is built in the middle of the carriage; it also has the shape of a rectangular prism. Its lower part houses cabins for the captain, helmsman, and chief engineer. The upper part is made of glass; in it are the captain's, helmsman's, dredger's and radio operator's posts. The superstructure is partly wooden and partly metal.

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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

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- c. The exhaust pipe assembly contains pipeline 300 meters long which is composed of 30 10-meter-long pipes 70 centimeters in diameter. The pipes are made of steel sheet 12 millimeters thick; their seams are welded. The exhaust pipe assembly is transported disassembled.
4. The suction and exhaust pipings are connected by a gutter worked out on the upper part of the carriage. The flow of sand through the gutter is controlled by the dredger from his post in the upper cabin.
5. The crew of the dredge (without the exhaust system) consists of 36 men, of whom eight are the proper crew of the vessel (captain, helmsman, dredger, deputy dredger, two assistant dredgers, and radio operator). Another 48 men are needed to look after the exhaust assembly and for other auxiliary tasks.
6. The T-8 dredge has the following dimensions and specifications:
- length: 48 meters
 - width: 8.20 meters
 - overall height: 14 meters
 - weight: 240 tons
 - efficiency: 350 cubic meters of sand per hour
 - maximum reach downward (under the water level): 18 meters
 - two diesel engines of 350 horsepower each
 - one diesel engine of 150 horsepower.
7. Steel sheets 12 millimeters thick are supplied by the United Steelworks (SONP) in Kladno. Diesel engines are supplied by the V.I. Lenin Works in Pilsen.
8. Finished dredges are transported via the Elbe and Oder rivers and the Magdeburg-Berlin-Hohenselms canal to Szczecin (Stettin). A dredge is transported to Szczecin in three parts: the floating carriage is tugged by a tugboat, while the superstructure and the exhaust assembly are loaded on towed boats. In Szczecin the dredge is put together for its further towing to the USSR.
9. The leading production engineer at the shipyard is Josef Moravec, who is about 50 years old, very competent, married, a nominal Communist. Administrative personnel number about 50 persons. About 1,800 persons are employed in the production; a third of these are women. The shipyard works in three shifts of 600 workers each.
10. There is no civil defense organization in the plant. Fire defense is secured by 15 firemen whose post is in the fire house. Six permanent factory guards have their posts at the two porter's lodges and check all persons and vehicles entering or leaving the plant. Two night guards with dogs patrol the factory area during the night.

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1. See the sketch No. 2

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1. Fence.
2. Main entrance into the shipyard.
3. Vehicle entrance, used only during the day.
4. Rokytka brook.
5. Concrete road, the main supply route for the shipyard.
6. Market place.
7. Concreted area in the courtyard and its borders,
8. Clay ground.
9. Turf banks.
10. Concrete bank.
11. Shipyard basin.
12. Still arm of the Vltava river.
13. Povltavska street.
14. Baxuv Bridge.

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Legend for the sketch No. 2
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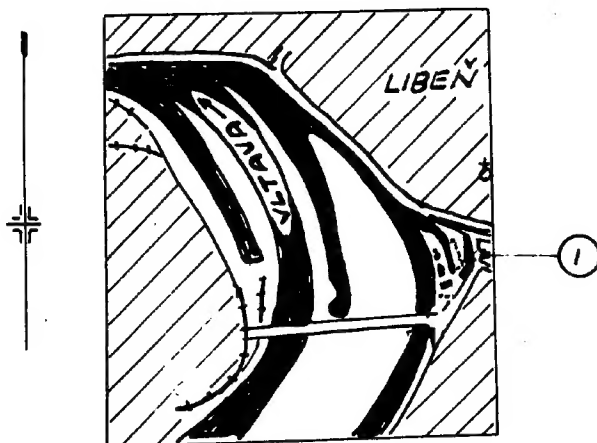
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- A. Porter's Lodge; ground-floor, masonry, 4x3 m.
- B. Shipyards Administrative Offices; two-storied, masonry, 15 x 10 m.
- C. Small Parts Supply Store; ground-floor, masonry, 20 x 10 m.
- D. Production Hall of Bottom and Lower Side Parts for Dredges; masonry, ground-floor, open to the west. Contains five new steel sheet bending machines. 10
- E. Factory Canteen; ground-floor, masonry, 60 x 20 m. Contains: kitchen, 25 messhall and canteen.
- F. Porters Lodge; ground-floor, wooden, 3 x 3 m.
- G. Production Hall of Superstructures; ground-floor, masonry, 100 x 25 m, 15 m high, the whole northern wall consists of folding doors. The hall is equipped with five overhead mobile cranes, about 20 electric and acetylene welding apparatuses and unknown number of lathes, drills and other machine tools; all the machinery is new.
- H. Carpenters' Workshop; ground-floor, masonry, 50 x 25 m large, 6 m high. It is equipped with planning machines, circular saws, band saws and other wood-working machinery.
- I. Fire House; ground-floor, masonry, 10 x 6 m large, 5 m high. There are two fire engines, fire fighting equipment and fireman's resting room in the building.
- J. Living Quarters; two-storied, masonry, 15 x 15 m. Plant's head guard and the head carpenter live in the building.
- M. Assembly Areas for Dredges; when the floating carriage is finished, it is launched into the basin and the superstructure is added to it; then it is finished from the inside and fully equipped.
- P. Floating Carriers Docks; the docks are about 150 x 30 m large and sloped at about 35 degrees towards the basin. There are 12 pairs of rails about 12 meters apart, the rails are of 1.5 m gauge; the rails continue in the basin for another 10 meters. Twelve flat wagons with sloped platforms are on the rails; the platforms are sloped by 35 degrees in the opposite direction than the rails and are thus in horizontal level. The wagons are held on the rails by steel cables which are individually operated by electric pulleys. The floating carriers are assembled on wooden platforms and when finished, the wagons are pulled under and the carriages are accommodated on the wagons and then launched into the basin. The minimal depth of water in the basin is 150 cm in summer season; the draught of the dredges is 120 cm.
- U. Anchoring area for dredges ready for shipment.

Location of the CKD Shipyard Prague-Liben

MAP USED: " CSR 1:25,000;
PRAHA WEST; SHEET 3953/3W;
-"- EAST; -"- 3953/3E;
AMS SERIES M 872."

SKETCH NO. 1.

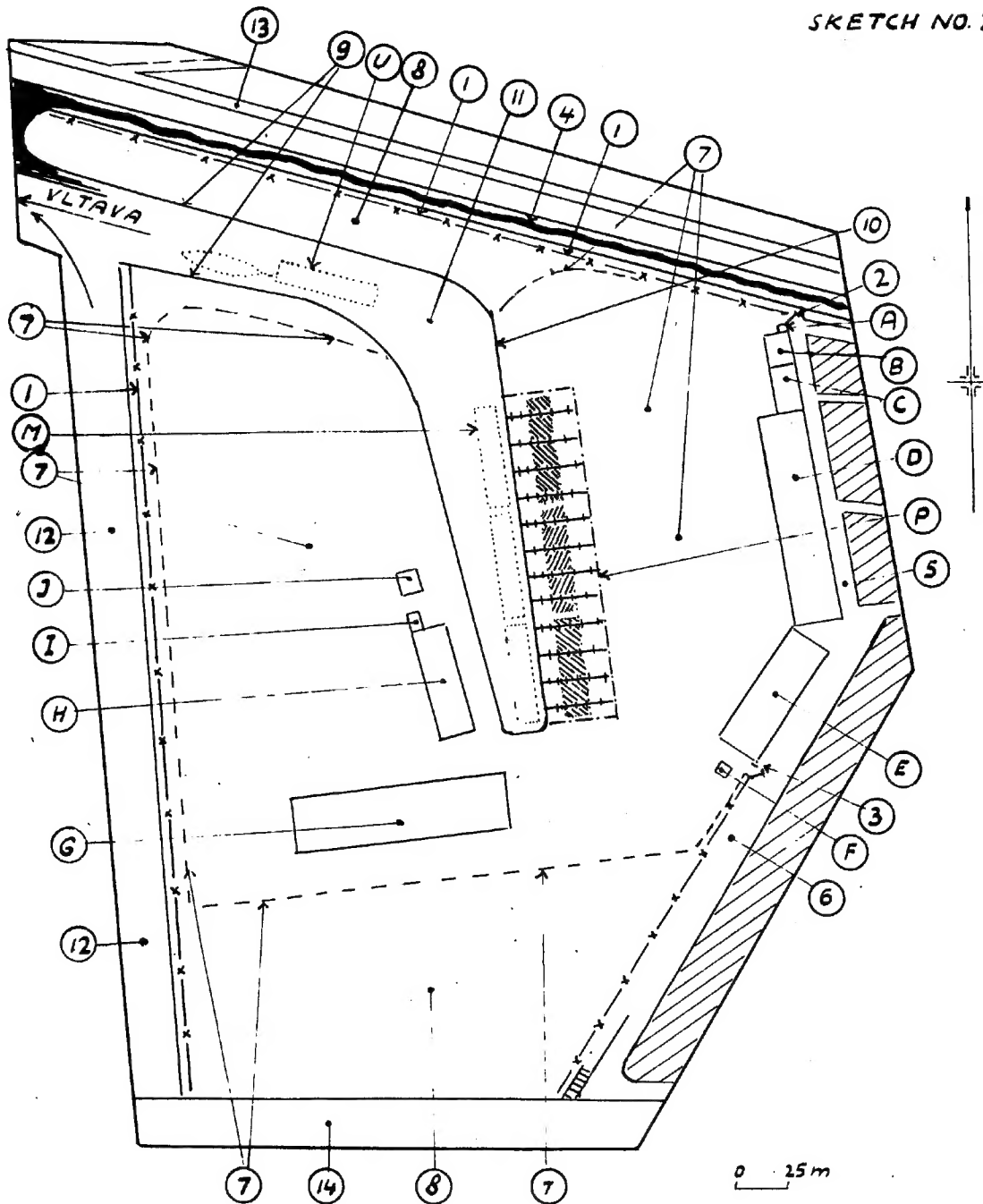


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Detail Plan of the CKD Shipyard Praga

SKETCH NO. 2.



SKETCH NO. 3.

